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\$30 " " " "	15.00

### MANY NEW SHIPS NEARING COMPETITION

Some Delay Caused by Failure of Congress to Provide Armor Plate.

### FIVE SHIPS WELL ADVANCED

Chief Instructor Hiebhorn's Estimates Will be Large—Much Expense Incurred in Repairing and Refitting Old War Vessels.

NEW YORK, Oct. 16.—A special to the Herald from Washington says: Five battleships, one cruiser, one cadet training ship and 25 torpedo boat destroyers will comprise the new construction completed and added to the new navy within the next year.

Rear Admiral Philip Hiebhorn, chief constructor of the navy, makes this estimate in his annual report for the fiscal year ending July 1 last, which he has just submitted to the secretary of the navy.

Final work on the battleship Kearsarge will be completed, he states, in January next, the Kentucky will be ready a month later, the Alabama will be in condition for active service in January, the Wisconsin May 1 next and the Illinois in October. The Maine will be ready for sea in June of 1901, the Missouri in February of 1902 and the Ohio by March 5, 1902. The four monitors under construction will be turned over to the government in 1901, in which time all the torpedo boat destroyers and torpedo boats should be ready for delivery to the government.

In explanation of his estimate of \$4,000,000 for the construction and repair of vessels, an increase of \$2,000,000 over the appropriation for the present fiscal year, Admiral Hiebhorn states it has been and will continue to be found necessary to expend comparatively large sums in connection with the repairs of the older vessels, in making the alterations necessary for the efficiency according to modern ideas and practice. For instance, the alterations and repairs to the Cincinnati and the Raleigh

will require an expenditure of about \$500,000 under the bureau of construction and repair.

Seventeen vessels, gunboats and tugs were secured by purchase and attached to the Asiatic station. Work upon the design of a gunboat to replace the Michigan on the Great Lakes has been suspended, pending definition of the characteristics that would be permitted under treaty with Great Britain.

Delays on vessels under construction has been occasioned, Admiral Hiebhorn asserts, by the impossibility of securing armor and other material at the proper time, especially in the case of some of the torpedo craft.

Admiral Hiebhorn rendered his recommendation, which enables the department to make a single contract for ships and armor, urges the authorization of an assistant chief of the bureau of construction and repair, the removal of the limit of the number of officered corps, now restricted by law to 40, and an increase in the number of carpenters to 75.

War experience has demonstrated, Admiral Hiebhorn states, the strategic and tactical advantages of sheathed over unshathed ships. The war experience tended to confirm the favorable opinions previously arrived at and the general success of the designs in these respects.

The battery arrangements have proven to be excellent, and the advisability of using electricity for handling auxiliaries in place of steam is shown.

### FAST TIME OVERLAND.

From Chicago to San Francisco in 71 Hours Is to Be the Schedule.

CHICAGO, Oct. 16.—Chicago to San Francisco in seventy-one hours—seventy-three hours actual time, is the schedule on which the overland special on the Chicago Northwestern road left the Will street station last night at 6:30 o'clock and inaugurated the new fast service to and from California. The train formerly was 75 hours.

The first stop west of Chicago under the new schedule is Dekalb, the sixty miles being covered in less than that number of minutes. The train will arrive in San Francisco on the third day at 7:30 p. m. western time. The east bound service makes the same reduction in time.

### ESCAPED FELON'S LONELY GRAVE

HIS LOYAL COMPANIONS

They Stay by Him Until his Death and Then Lay Him Away—Their Sufferings and Wanderings.

CHICAGO, Oct. 16.—Buried in the woods, five miles north of Waukegan, Ill., in a grave dug by comrades, is the body of Tom Meyers, a well-known confidence man and forger, who, on the night of August 31, escaped with three other prisoners from the Waukegan jail. Foter Gorman, one of the jail-breakers who assisted in the burial of his dead comrade, was captured in this city by Officer Coffell and has told the police the story of the forger's end.

Meyers, according to the state sent, died September 3 as the result of privation and exposure for four days in the woods where he and his companions had taken refuge after their escape. With infinite difficulty, the three men hollowed out a place for his remains. The two men still at liberty who broke from the jail are George C. Schneider and Joe Poul.

Until Gorman's arrest, no trace of the escaped prisoners had been found. It was generally supposed that the four men had made their way to Chicago, but instead they took to the woods. For two days the jail-breakers remained hidden in the underbrush. They were without food all the time and were exposed to inclement weather. It rained the second day, and they slept that night in their wet clothes. The following morning, Meyers, who was older than the rest, could scarcely speak. He complained that he was very sick, and his companions assisted him to walk about. His comrades gave up their coats, and with them Gorman constructed a bed on the ground for Meyers. It had been their plan to go further that day, but the condition of the sick man made travel impossible for him, and the others refused to desert him.

None of the gang had money with which to buy food, but Gorman, im-

peled by the necessity of obtaining nourishment for the sick man, went to a farm house and begged for bread. That was the first mouthful of food the fugitives had had since their escape. Meyers told his comrades that he was better the next morning, but that night he died.

With their hands they dug the grave and lifted the body of their dead companion into it. They wrote a few words on an envelope, telling briefly the story of the sad end of Tom Meyers, and placing it in a pocket of the dead man's coat, covered him with dirt. They hacked a tree to mark the spot, and then fled from the scene.

Gorman will be taken to Waukegan today, and he will be requested to lead the Lake county officials to the lonely grave in the woods. Then he will return to jail and stand trial.

Tom Meyers was well known to the police of almost every large city in the country. He was about 50 years old.

### A VALUABLE CARGO.

SAN FRANCISCO, Oct. 16.—The steamer Gaelic, from the Orient, brought 2,000 bales of silk, valued at \$2,000,000, and \$337,000 in specie.

### WILL THE QUEEN ABDICATE?

Philadelphia Times. The statement of a Vienna newspaper that Queen Victoria declared she would rather abdicate than consent to war with the Boers, may be utterly devoid of foundation or strictly true. There can be no doubt that ordinarily her majesty would wish to end her days on the throne. Her reign has been the longest, as it has probably been the most glorious, in the history of England and although age has brought her infirmities and its natural distaste for the pomp and pageantry so gratifying in earlier life, she has never, that the world knows, expressed a wish to curtail it.

But Victoria is a woman, and she naturally abhors the idea that the closing days of her reign should be associated in history with an unnecessary war. Born a few years after the allied armies of Europe had swept the legions of the first Napoleon from the field of Waterloo, she has seen, as it were, thousands upon thousands of lives sacrificed to the demon of war. Born a few years after the reign of the Red Republicans in France after Louis Philippe of Orleans had fled from the throne of his ancestors, saw her British subjects massacred by Sepoys during the Indian mutiny, and saw all the horrors of Inkerman, Balaklava and Sebastopol. She saw the terrible internecine conflict in the United

States, the war between Prussia and Denmark, Prussia and Austria, the campaigns of Garibaldi, the Franco-German war and a host of other sanguinary conflicts. In these circumstances it is not to be wondered at that her woman's heart should stand appalled at the prospect of another war.

That the Queen of England has done everything possible to prevent hostilities in the Transvaal may be taken for granted, and it may be that the apparent hesitancy of Lord Salisbury to take extreme measures is due entirely to her restraining influence. It is no secret that the appeal to the Czar Alexander prevented a German invasion of France a few years after Sedan, and it may be that efforts to maintain peace now will be equally successful. At all events there is nothing strange in the statement of the Vienna newspaper that she prefers abdication to war, and just now the possibilities are that there will be neither war nor abdication.

### SAILORS' SUPERSTITIONS.

Some of the Things that Bring Bad Luck to the Ship.

Pets are believed to bring good luck and when, in the recent war with Spain, a man was struck and killed with a bursting shell on the Texas, all the sailors in the fleet said it was because the battleship was without a mascot.

The cat has a bad reputation among seafaring men, most of whom believe that she brings ill luck to a ship. If a cat falls overboard and is drowned (she is always rescued if possible), the men will often leave at the next port, believing the ship to be doomed; and I have heard men-of-war's men cite the case of the old Kearsarge as proof thereof.

On her last voyage the frigate carried a cat and a monkey. A violent feud existed between them, and on their way north, one dark and stormy night, Jocko threw poor Tom overboard, running along the rail and chattering like a fiend as the unfortunate pet disappeared in the boiling waves. The sea was running too high to admit of launching a boat, and puss was left to a watery grave, but not without many gloomy forebodings, which were realized soon afterwards, when the Kearsarge stranded on the fatal reef.

To fall down without any apparent cause is a warning of death in the immediate future. An American cruiser was lying off Nice a few years ago, when a seaman fell prone on the deck. Upon rising he went to his bunk, and, returning, placed a slip of paper bearing his mother's address in the hand of a messmate, saying he did not expect to see home again. For the nose to bleed only a few drops is believed in the navy to foretell death in as many days or weeks as there are drops of blood. You may hear a sailor sing at sea, but he rarely whistles; whistling is supposed to bring a hurricane, and is always hushed by the remark, "there's a hurricane sailor here."

### Your Head And what is in it.

No. 1.—CONTENTS.

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